

Attachment A Proposed Amendments to the
Comprehensive Plan and
Community Development Code

Proposed Comp Plan, TSP, and CDC Amendments

The following text amendments are proposed for the City of West Linn Comprehensive Plan, development code, and public works standards. Additions are shown with underlined text while deletions are shown with ~~strikethrough text~~.

West Linn Comprehensive Land Use Plan Text and Policy Amendments

Goal 2 - Land Use Planning:

Section 1 - Residential Development

Goal 2. Allow a mixed of residential and commercial uses ~~existing in Commercial Districts commercial areas only in conjunction with an adopted neighborhood plan designed to~~ and ensure compatibility and maintain of these districts with the residential character of existing neighborhoods.

Commented [SW1]: John's comment: Explain that the change provides uniform treatment of all NHA's. Susie: Where/how should we do this? At the meeting?

Section 3 - Mixed Use /Commercial Development

Background and Findings:

West Linn is unique in that it does not have a major commercial district or downtown... The major districts are Willamette, including the area north of I-205 at the 10th Street interchange, Bolton, the Robinwood area adjacent to Highway 43, and Tanner Basin. These areas are intended to develop into walkable mixed use districts that provide access to transit connections deliver essential services and employment opportunities for the surrounding neighborhoods.

Goals:

6. Provide for multi-modal connections to and interconnections between mixed use/commercial centers via automobiles, transit, bicycles, and pedestrian pathways facilities, and other means.

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7. Require standards for mixed-use commercial districts that promote safe access into and within these areas for walking, biking, and transit use from surrounding neighborhoods areas and that create livable areas ~~that fit in~~ compatible with existing neighborhood character.

Section 5 - Intergovernmental Coordination

Policies:

6. The West Linn Comprehensive Plan may include ancillary elements as part of the Plan such as the Transportation System Plan, Public Facility Plan, and neighborhood plans, as well as implementing ordinances consistent with Statewide Land Use Planning requirements.

(Note:

Update Figure 2-2 Metro 2040 Growth Concept to the 2014 version.)

Goal 11 - Public Facilities:

Section 3: Storm Drainage

Policies:

9. Adopt regulations that allow for the development of Green Streets in locations that are suitable for them.

Section 7: Schools

Policies:

5. Work cooperatively with the school district to develop a safe-routes to school program and to incorporate related transportation improvements into the transportation capital improvement program.

Goal 12 - Transportation:

(Update the Transportation Plan narrative to reflect the revised TSP improvement program for the I-205/10th Street interchange and related local network improvements. Update other narrative elements to reflect programmatic shifts in priorities and system improvements. Add descriptions for shared streets and other altered street classifications. Revise narrative for the fee-in-lieu program to reflect the policy for a dedicated sidewalk sinking fund.

General Policies and Action Measures

Policies:

9. Take action using the following measures to promote the use of Transportation Options:

- Support community education to increase efficient use of existing transportation infrastructure and minimize congestion and safety concerns by offering choices of mode, route, and time.
- Support efforts by Metro, the Department of Environmental Quality (DEQ), transit providers, and Transportation Management Associations (TMAs) to develop, monitor and fund local TDM programs.
- Provide adequate bicycle and pedestrian facilities connecting mixed-use commercial centers to encourage use of bicycles or walking for the commute to work and to improve access to jobs for workers without cars.
- Take steps to reduce drive-alone vehicle trips with the goal to reach 40% non-drive alone trips in mixed-use areas by 2040.

- Develop regulations for mixed-use areas that require major new development and redevelopment and conditional use applications to address Transportation Options requirements.

10. Consider the Metro Regional Street Design Classifications for new and redesigned city streets prior to construction or reconstruction.

11. Reduce storm water impacts from roadways by allowing “green streets,” as a design alternative in appropriate locations.

12. West Linn will take ~~proactive~~ steps to eliminate and/or consolidate non-conforming accesses through the land use and development review process.

13. Consider implementing a Transportation Options program that requires all development above threshold limits to include a Transportation Options program as part of the development approval process.

Streets

Policies

6. Minimize local streets being used for pass-through traffic. Establish guidance in the City’s Public Works Standards for the use of traffic calming ~~devises~~ devices on streets where speeding related to cut-through traffic is identified.

7. Adopt the following definitions and street functional classifications for each of the street types listed below:

...

- Shared Local Street: Shared local streets are a subset of local streets where proximity to water resource areas, steep terrain, or the existing residential development pattern renders the development of a standard street cross section impractical. Shared streets will be designed in such a way as to make the roadway safe for use by all modes of transportation without relying on conventional separation for autos, bicycles, and pedestrians. Special striping, LED lighting, pavement relief for paved shoulders, traffic calming, and other design features may be relied on to create a safe shared use environment.

Bicycles

Policies

2. Promote a comprehensive cohesive network of bicycle paths, lanes, and routes that accomplishes the following objectives:

- a. Connects the ~~four~~ mixed-use commercial centers in the Willamette, Bolton, Robinwood, and Tanner Basin neighborhoods.

Pedestrians

Policies

1. Promote a comprehensive cohesive network of pedestrian paths, lanes, and routes that accomplishes the following objectives:
 - a. Connects the ~~four~~ mixed-use commercial centers in the Willamette, Bolton, Robinwood, and Tanner Basin neighborhoods.
2. Employ a variety of methods to promote safe and convenient pedestrian access in addition to, or instead of, sidewalks in older developed areas of West Linn without sidewalks. Where a fee-in-lieu option is allowed, the revenue shall be dedicated to pedestrian frontage improvements in other parts of the city.

Transit

Policies

5. Promote a cohesive transit network connecting the ~~four~~ mixed-use commercial centers in the Willamette, Bolton, Robinwood, and Tanner Basin neighborhoods.
8. Encourage the development of modes of mass transit for those residents of the City who must commute to jobs outside the City limits. Adopt performance measures targeting the reduction of single-occupancy vehicle use by commuters and for travel within and between mixed-use commercial districts.
10. Improve pedestrian and bicyclist accessibility from city neighborhoods to transit stops that are located along major transit routes ~~and to transit stations~~.
11. Support a public transit system that is accessible to the largest number of people ~~by:~~
 - a. Locating by encouraging transit-oriented development around transit stations, along major transit routes; and in the designated Town Center area, mixed-use commercial centers.

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Transportation Demand Management and Options

Policies

3. Develop ~~and implement~~ a local Transportation Options. ~~Demand Management~~ program that compliments, expands and improves access to regional transit pass subsidies, emergency rides home, and carpool/vanpool matching database to major employers.

West Linn Community Development Code (CDC)

CDC 46.090

G. Parking reductions. CDC 55.100(H)(5) explains reductions of up to 10 percent for development sites ~~next to~~ within ¼ mile of a transit stops corridor or within a mixed-use commercial area, and up to 10 percent for commercial development sites adjacent to ~~large~~ multi-family residential sites with the potential to accommodate more than 20 dwelling units.

CDC 48.025 - Access Control

A. Purpose - The following access control standards ... as required by the West Linn Transportation System Plan: All development applications in the vicinity of the I-205/10th Street Interchange are specifically required to meet the access spacing and control framework established for the interchange area by the TSP in addition to the regulations set forth herein. When there the regulations below are in conflict with the TSP, the TSP shall have precedence.

B. Access Control

6. Access spacing.

a. The access spacing standards found in ~~Chapter 8 of~~ the adopted Transportation System Plan (TSP) shall be applicable to all newly established public street intersections and non-traversable medians. Variance to the standards for a conditional access permit may be granted if conditions are met and as described in the adopted Transportation System Plan (TSP) Deviation from the access spacing standards may be granted by the City Engineer if conditions are met as described in the Access Spacing Variances Section in the adopted Transportation System Plan (TSP).

CDC 55.010

... ~~Developers of Multi~~ multi-family, industrial, commercial, office, and public building projects will comply with the Transportation Planning Rule (TPR). ~~The TPR is a State requirement that jurisdictions must are required to take steps to~~ reduce reliance on the automobile by, in part, encouraging other modes of transportation, such as transit, bicycles, and foot traffic, ~~or~~ and through building orientation or location.

CDC 55.100 - Approval Standards Type II Design Review

B. Relationship to the Natural and Physical Environment

7. ~~Transportation Planning Rule (TPR) compliance.~~ The automobile shall be shifted from a dominant role, relative to other modes of transportation, by the following means:

...

CDC 60.090 Additional Criteria For Transportation Facilities (TYPE II)

A. Construction ... satisfaction of all of the following criteria:

1. The project and its design are consistent with West Linn's adopted TSP, with and consistent with the State Transportation Planning Rule, OAR 660-012 ("the TPR"), and with the adopted Regional Transportation Plan (RTP).

CDC 85.120 Partial Development

Where the tentative subdivision ... for the unsubdivided portion, A tentative street plan is required for sites where the un-subdivided portion of the property is greater than 300 percent of the minimum lot size allowed in the underlying zoning district.

CDC 85.170 Supplemental Submittal Requirements For Tentative Subdivision or Partition Plan

B. Transportation

1. Centerline profiles ... of street construction. Where street connections are not proposed within or beyond the limits of the proposed subdivision on blocks exceeding 330 feet, or for cul-de-sacs, the tentative plat or partition shall indicate the location of easements that provide connectivity for bicycle, pedestrian use to accessible public rights of way.

CDC Chapter 85.200 Approval Criteria

No tentative subdivision or partition plan shall be approved unless adequate public facilities will be available to provide service to the partition or subdivision area prior to final plat approval and the Planning Commission or Planning Director, as applicable, finds that the following standards have been satisfied, or can be satisfied by condition of approval.

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A. Streets

2. Right-of-way widths shall depend upon which classification of street is proposed. The right-of-way widths are established in the adopted TSP.

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~~In order to accommodate larger tree-lined boulevards and sidewalks, particularly in residential areas, the standard right-of-way widths for the different street classifications shall be within the range listed below. But instead of filling in the right-of-way with pavement, they shall accommodate the amenities (e.g., boulevards, street trees, sidewalks). The exact width of the right-of-way shall be determined by the City Engineer or the approval authority. The following ranges will apply:~~

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Street Classification	Right-of-Way
Highway 43	60-80

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Major arterial	60-80
Minor arterial	60-80
Major collector	60-80
Collector	60-80
Local street	40-60
Cul-de-sac	40-60
Radii of cul-de-sac	48-52
Alley	16

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~~Additional rights of way for slopes may be required. Sidewalks shall not be located outside of the right-of-way unless to accommodate significant natural features or trees.~~

3. Street Widths

Street widths shall depend upon which classification of street is proposed. The classifications and required cross sections are established in ~~Chapter 8~~ of the adopted TSP. Streets are classified as follows.

Local streets ... deliberately discouraged by design.

Shared Street - Provides access to residential or commercial uses in areas in which right-of-way is constrained by topography or historically significant structures. The constrained right-of-way prevents typical bicycle and pedestrian facilities such as sidewalks and bicycle lanes. Therefore, pedestrians, bicycles, and motor vehicles may share the entire width of the street. The design of the street should emphasize a slower speed environment and provide clear physical and visual indications that the space is shared across modes.

The following table identifies appropriate street width (curb to curb) in feet for various street classifications. The desirable width shall be required unless the applicant or his engineer can demonstrate that site conditions, topography, or site design require the reduced minimum width. For local streets, a 12-foot travel lane may only be used as a shared local street when the available right of way is too narrow to accommodate bike lanes and sidewalks.

Street Element	Characteristic	Width/Options
Vehicle Lane Widths (minimum widths)		
...	Local	<u>10 to 12 feet</u>

B. Blocks and lots

2. Sizes. The recommended block size is 400 feet in length to encourage greater connectivity within the subdivision. Blocks shall not exceed 800 feet in length between street lines, except for blocks adjacent to arterial streets or unless topographical conditions or the layout of adjacent streets justifies a variation. Designs of proposed intersections shall demonstrate adequate sight distances to the City Engineer's specifications. Block sizes and proposed accesses must be consistent with the adopted TSP. Subdivisions of five or more acres that involve construction of a new street shall have block lengths of no more than 530 feet. If block lengths are greater than 530 feet, accessways on public easements or right-of-way for pedestrians and cyclists shall be provided not more than 330 feet apart.

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CDC 92.010

A. Streets in Subdivisions

2. When the decision-making authority makes these findings, the decision-making authority may ~~shall~~ impose any of the following conditions of approval:

- a. A condition that the applicant initiate vacation proceedings for all or part of the right-of-way.
- b. A condition that the applicant build a trail, bicycle path, or other appropriate way.

C. Local and minor collector streets within the public rights of way abutting a subdivision or within a commercial area shall be graded for the full right-of-way width and approved to the City's permanent improvement standards and specifications. The City Engineer shall review the need for street improvements and shall specify whether full street or partial street improvements shall be required. Where a street connection is not feasible and the distance from the nearest street connection exceeds 330', the City Engineer shall require the subdivider to build a trail, bicycle path, or other appropriate way.

E. Surface drainage and storm sewer system. A registered civil engineer ... and meet planning and engineering requirements. Standards for the improvement of public and private drainage systems are in West Linn Public Works Standards-Chapter 2-Storm Drains. Developers are encouraged to adapt storm water management approaches that make use of natural systems and infiltration to manage storm

runoff, including the use of vegetated swales, rain gardens, and other like systems where appropriate. The use of infiltration design is generally not allowed in areas with slopes greater than 15% or for roadways with grades in excess of 6% without approval from the City Engineer. Systems to consider include:

1. Grassed swales: Water moving through these systems is slowed, filtered, and percolated into the ground. These systems can act as low cost alternatives to curbs, gutters, and pipes.

2. Rain gardens: also known as swales or bio-swales, are planted open depressions in the landscape designed to accept stormwater runoff from adjacent impervious surfaces. Rain gardens trap pollutants in stormwater by filtering it through topsoil as the water infiltrates into native soils or underlying drain pipes. Rain gardens reduce the volume of stormwater that is discharged off-site and into natural streams. Rain gardens should drain within 24 hours of a storm event.

3. Street swales: gently sloping depressions planted with dense vegetation or grasses designed to receive, filter, and infiltrate the runoff as it conveys the stormwater along its length. Water quality improvement is achieved by the settling out of particulates in the water column and by the biological and chemical action of the water. Swales can include check dams to help slow and detain the flow. See Clean Water Services Low Impact Development Handbook for examples.

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